

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THIS
OUTPORT
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World, \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
 DIRECTORY & CHRONICLE
 FOR 1907.
 Complete Edition, \$100.
 Small 6.00
 Orders may be sent to Hongkong Daily Press Office and to the Local Booksellers.

No. 15,338, 第一五九百三十三年五月三日 HONGKONG, THURSDAY, JUNE 13TH, 1907 四月三十號七零九百零七英年香港 PRICE, \$3 PER MONTH.

HAVE YOU
CORN'S?
TRY WATSON'S
CORN PAINT.
AN INFALLIBLE CURE, HIGHLY
RECOMMENDED.

A. S. WATSON & CO.
LIMITED,
CHEMISTS AND DRUGGISTS,
THE HONGKONG DISPENSARY.
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.50 per cask or Factory.
In Bags 250 lbs. net \$2.70 per bag or Factory.
SHEWAN, TOMEES & CO.,
General Managers.
Hongkong, 3rd October, 1906. a1046

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE

WEEK DAYS
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.35 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.45 p.m. ... Every 15 minutes.
3.45 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.45 p.m. ... Every 15 minutes.
4.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.,
every hour.

NIGHT CABS
SATURDAYS.
Extra Cabs at 11.30 p.m. and 11.45 p.m.

SUNDAY.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.45 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.15 p.m. ... Every 10 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CABS at 8.45 p.m. & 9.45 to 11.15 p.m.,
every half hour.

SPECIAL CABS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 9th May, 1907. 677

NEW CARTRIDGES.

BY Popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to SSSG. at \$6.37 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. 1771

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. 46

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. 575

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

Cable Address "IWASAKI,"
which applies to all Branch Offices.
At ABC 5th Ed. Western Union Code used
All Letters Addressed:

MANAGER, MITSU BISHI Co.
with name of place under.
BRANCH OFFICES—
NAGASAKI, MOJI, KOBE, KARATSU
SHANGHAI, HONGKONG, &
HANKOW.

AGENCIES—
YOKOHAMA: M. ASADA, Esq.
CHINKiang: Messrs. GEARING & CO.
MANILA: Messrs. MACONDEAY & CO.
SOLE PROPRIETORS of Takashima,
Ochi, Shianen, Namazu and Kami-Yamada
Collieries, and also Hojo Colliery, which will
shortly be ready to produce on a large scale the
best Burnt Coal.

The Head and Branch Offices and the
Agencies of the Company will receive any order
for sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong.

No. 2, Pedder Street.

MITSUI BUSSAN
KAISHA
(MITSUI & CO.)

IMPORT EXPORT AND COMMISSION MERCHANTS.
HONGKONG BRANCH—Prince's BUILDINGS, Ice House Street.
M. KOBAYASHI, Manager.

HEAD OFFICE—1, SHIBAGACHO, TOKYO.

OTHER BRANCHES:

London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok, Sourabaya, Manila, Canton, Amoy, Foochow, Tsin-tau, Shanghai, Hankow, Chefoo, Tientsin, Nanchang, Tairen, Ningpo, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Maizuru, Nagaoka, Wakematsu, Karatsu, Nagasaki, Kuchinotzu, Sasebo, Miike, Hakodate, Sapporo, Taipei, Taiwan, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Mint and Arsenals; the State Railways; Principal Railway Companies; Industrial Works; and Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines and Sole Agents for Fujimotana, Hokoku, Hondo, Kanada, Mamede, Ohtani, Ohmura, Sasebo, Tsuchiboro, Yoshio, Yonokibara, and other Coals.

IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper, Silver, Tin, Lead and other Metals, Railway Materials, Acids, Camphor, Flour, Cereals, Maize, Rice, Opium, Ingangs, Mushrooms, Sugar, Wax, Vermicilli, Sulphur, Hemp, Beer, Cement, Cigarettes, Mattoke, Paper, Hide, Leather, Belts, Teak & other Timber etc.

BOLLINGER & CO.
CHAMPAGNE.

IN MAGNUMS, QUARTS & PINTS.

TELEPHONE NO. 75.

Sole Agents—

CALDBECK, MACGREGOR & CO.
WINE & SPIRIT MERCHANTS.

Hongkong, 4th June, 1907.

CHAMPAGNE
G. H. MUMM & CO.,
THE MOST POPULAR WINE.

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER BRANDS.

SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE AT ALL WINE MERCHANTS IN THE COLONY.

Hongkong, 1st June, 1907. a1017



MACKIE'S
WHITE HORSE CELLAR
THE UNRIVALLED SCOTCH WHISKY
\$13.00 PER DOZEN.

LANE, CRAWFORD & CO.
SOLE AGENTS.

a107

KELLY & WALSH, LTD.

| | | | |
|--|-------|--|------|
| Mr. Putnam Weale's New Book: <i>The Truth in the East and its Aftermath.</i> | 88.50 | The Pool hath said—A Reply to the New Theology, by Author of "When it was Light" | 70 |
| With illustrations and maps | | Dog in Health, Accident and Disease, by F. T. Burton | 2.00 |
| Daily Telegraph: "This able and interesting work ... His Work re- veals so much of first hand know- ledge, so much careful consideration and patient thought, that it should be read by all who would know anything of the changing situation in the Far East." | | The Horse: Ailments and Accidents, by F. T. Burton | 2.00 |
| The Chinese Empire, edited by Marshall Broome ... | | Paradoxes of Nature and Science, by W. Sampson | 4.00 |
| The book contains separate articles, giving a Geographical Survey of all the Provinces of China Proper and of the Dependencies of the Empire. Each article is written by an Expert, who by long residence is qualified to write of his district. | | Everyday Life among the Head Hunters, by Dorothy Carter ... | 3.75 |
| The Philippine Islands, by Fred W. Atkinson ... | 7.50 | The MacWhirter Sketch Book for the student of Landscape painting in Water Colour, 24 Coloured Illustrations | 3.75 |
| An Englishwoman in the Philippines, by Mrs. Campbell Dauncey ... | 8.50 | 1896-1906. A History of Ten Years of Automobilism, edited by Lord Montagu ... | 8.50 |
| Ways that are Dark, Some Chapters on Chinese Etiquette and Social Procedure, by W. Gilbert Walsh. This is a useful book to Missionaries, Consular and Customs Officials &c. | 3.00 | How to become a Qualified Accountant, by E. A. Whitty ... | 1.50 |
| The Universal Order of Conduct of Life, by Kn Hung Ming ... | 2.00 | Seeing the Invisible, by James Coates. Practical Studies in Psychometry, Thought Transference, Telepathy and Allied Phenomena ... | 3.75 |
| An Introduction to the History of Chinese Pictorial Art, by Prof. Giles ... | 6.00 | Great Religions of the World, by Various Authors ... | 5.00 |
| Eurasia, A Tale of Shanghai Life by William A. Rivers ... | 1.50 | Then and Now, by Dean Hole ... | 70 |
| The Clergy Directory for 1907 ... | | The Clergy Directory for 1907 ... | 3.00 |
| The Battle of Tsushima, by Captain Vladimir Semenoff ... | | Sea Songs and Ballads, selected by Christopher Stone ... | 2.75 |
| Europa, A Tale of Shanghai Life by William A. Rivers ... | | The New Hygiene, by Elie Metchnikoff | 2.00 |
| | | 31a | 1.75 |

PHOTOGRAPHIC GOODS
OF ALL DESCRIPTIONS.
EASTMAN'S KODAKS AND FILMS,
ILFORD PLATES AND PAPERS.
DEVELOPING AND PRINTING
UNDERTAKEN.

LONG. HING & CO.
17, QUEEN'S ROAD.

Hongkong, 1st June, 1907. a1018

BREWER & CO., LIMITED.
PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

| | | | |
|--|---------|--|-------|
| GRASSEY'S NAVAL ANNUAL, 1907 | \$11.00 | The Truce in the Far East, by Putnam Weale. | 9.25 |
| Electric Transmission of Energy, by | | Links in My Life on Land and Sea, by Gambier ... | 10.00 |
| Abott ... | \$20.00 | Gambier ... | 5.00 |
| Engineer's Hand-Book, by Adams ... | 5.00 | Reinforced Concrete Design, by Maurand ... | 9.00 |
| Wainman's Marine Engineer's Guide ... | 5.00 | Hawthorn ... | 2.50 |
| Astronomy without a Telescope, by | | Through Yangtze Gorges, by Archibald Byron ... | 2.50 |
| Maurand ... | 5.00 | Little ... | 2.50 |
| Physics and Chemistry of Mining, by | | Medical Directory, 1907 ... | 7.50 |
| Byron ... | 2.50 | Medical Register, 1907 ... | 7.50 |
| Art and Science of Sail-Making, by | | Tropical Diseases, by Manson ... | 8.50 |
| Sadler ... | 7.50 | NEW STOCK | |
| Boilers, Marine and Land, by Trail ... | 8.50 | SUPERIOR QUALITY WRITING PADS, 90sts. and 40sts each. | |
| Chambers' Mathematical Tables ... | 3.00 | OUR DOLLAR BOX OF STATIONERY, 3, kinds very good value. | |
| Kemp's Engineers' Year Book, 1907 ... | 5.00 | CHEAP NOTE PAPER and EN- VELOPE S—a great Variety. | 32a |
| Academy Pictures, 1907 ... | 70 | 16.00 | |
| Strand Magazine, last Volume ... | 4.25 | | |
| Wide World Magazine—New Volume ... | 4.00 | | |
| Experimental Science, by Hopkins: | | | |
| 2 Vols ... | 16.00 | | |

DR. M. H. CHAUN.

NOTICE TO KOWLOON RESIDENTS
THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD, CENTRAL.
From the University of Pennsylvania, U.S.A.
FERRY WHARF STALL, Hongkong, 22nd December, 1903.

505

a217

THE MANAGER.

461

S. IEN TING.

SUBGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905

461

SUPREME COURT.

Wednesday, June 12th.

IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT), AND THE HON. MR. E. A. HEWETT (NAUTICAL ASSESSOR).

A SALVAGE CLAIM.

The action for salvage brought by the Hamburg-American Line and the master and crew of the s.s. "Aragon" against the China Navigation Company, Ltd., the owners of the s.s. "Hupai" her cargo and freight, was continued. Mr. M. W. Slade (instructed by Mr. G. Hastings of Messrs. Hastings and Hastings) appeared for the plaintiffs, while defendants were represented by the Hon. Mr. H. E. Pollock, K.C., (instructed by Messrs. Johnson, Stokes and Master).

Captain Mathias continued his evidence. Referring to the parting of the wire towing rope, he stated that the "Aragon" gave no indication of her intention to take the sudden turn to starboard which caused the rope to part.

Cross-examined by Mr. Slade—Have you instructions in common with all captains in the employ of Butterfield and Swire that if anything happens to your ship you are not to request outside help but to wait until some of your ships come along?—I have not.

There is no rule or instruction of that kind, in your service?—I have never seen or heard of it.

Nothing of the sort?—No.

Are you quite sure of that captain?—I am on oath. I say I have never seen it nor heard it.

Witness expressed the conviction that though the "Hupai" was exposed to the full force of a northeast monsoon on 6th December he could have ridden through the gale safely depending on his anchors.

You did not take the risk?—No.

You would not care to take the risk?—Witness did not reply.

You think the "Hupai" with her anchor and chain could ride out any gale in the open sea?—A strong gale, yes.

And you would have no cause for anxiety?—No.

After being questioned as to the steering of the "Hupai," and the difficulty of steering during the towing, Captain Mathias said that, although he was not in peril, he considered it his duty to signal for a tow.

Why?—The lives and property on board might be in peril.

And you considered, if you remained there, the lives and property in your care might be imperilled?—Yes.

Captain Innes, Marine Superintendent for the Company, valued the "upah" at £18,000 and estimated that it would cost £25,000 to build a new ship like the "Hupai."

Counsel addressed the Court and his Lordship reserved judgment.

THE MIKADO.

Unusually, ungraciously, and unwillingly the Government are preparing to withdraw their banner against "The Mikado." They have not come to this conclusion by any simple and natural course of reasoning, but like the amateur who essayed to argue with Socrates, they have been dragged to it with a vast amount of struggling and perspiring. The incident of the prohibition has met the most undignified of fates—it has been "laughed out" by the Commons. There has been a truly Chinese attempt to save face, which only makes the poverty of the Government cause the more apparent. "Certain modifications in the text" are to be made before the Lord Chamberlain's restrictions are to be cancelled. We do not suppose that the Lord Chamberlain will be very exacting in his requirements. Probably the transposition of a couple of sentences or the erasure of a few stage directions will amply suffice.

May I ask whether the Home Secretary is aware that the action of the Lord Chamberlain has made the country ridiculous in the eyes of the civilised world? asked Mr. G. D. Faber in the House. The Home Secretary is painfully aware of the fact. The only present concern of all who had any connection with the prohibition is to demonstrate that they are not guilty of the blunder. The intentions which inspired it were of the best. In some mysterious way, the banning of a light opera was supposed to be a neat and tactical compliment to pay to Prince Fushimi. The officious persons who took this view, being devoid of a sense of humour, naturally supposed that the envoy of the Japanese Emperor had none. Prince Fushimi will probably show that they were quite mistaken. He will be the first to recognise that the country has paid him a more genuine compliment in assuring him to be possessed of robust common sense than in sacrificing on the high altar of international policy so light a trifles as a Gilbertian parody.

RUSSIA.

LONDON, June 10th. The agitation of the wine-growers in France reached a climax yesterday, when an unparalleled demonstration took place at Montpellier. Over half a million from all parts of France participated, the bulk of whom arrived yesterday, and all the churches and public buildings were given up to shelter them, thousands however were compelled to sleep in the streets. It has long been announced that unless the Government satisfied their demands by the 10th inst., the South would refuse to pay taxes and all the local authorities would resign. The demonstrators yesterday pledged themselves to carry out this threat, and it is expected that 300 municipalities will cease to exercise their functions to-night.

LAWN BOWLS.

LONDON, June 10th. The Tsar has approved of a proposal of the Cabinet for the construction of a railway to Bering Straits and of a tunnel under them.

THE FRANCO-JAPANESE AGREEMENT.

LONDON, June 10th. The Franco-Japanese agreement was signed yesterday in Paris.

PRINCE FUSHIMI'S RETURN.

LONDON, June 10th. Prince Fushimi has met with a splendid reception in Montreal. The streets were profusely decorated.

JAPANESE NOTABLES IN BERLIN.

LONDON, June 10th. The Kaiser has entertained the Japanese Prince Kuni and Admiral Yamamoto at luncheon.

THE UNITED STATES AND JAPAN.

LONDON, June 10th. Information has been received from an authoritative source in Washington that the Japanese on the Pacific coast and the Progressives in Japan are allied for the purpose of overthrowing the Ministry and obtaining the annulment of the Coolie Exclusion Clause of the Immigration Bill. The preliminary steps to obtain this object are to secure the recall of Baron Aoki from Washington, and an apology, perhaps an indemnity for the violence offered to the Japanese in San Francisco.

A career, which had thus opened so brilliantly, was crowded with exciting incidents. When in command of the Niger the deceased officer took part in the attack on Lagos, and three years later participated in the bombardment of Sevastopol, subsequently acting as superintendent of transports at Balaklava. In every emergency he proved his capacity, and he was rewarded by special promotion and the C.B., besides receiving, of course, the Crimean and Turkish medals and the Mejidie. After a service ashore as vice-president of the Ordnance Select Committee he was selected as Commodore on the East Indies Station, and did good work during the Abyssinian war in command of the naval forces engaged. He received as reward, beside the thanks of Parliament, promotion to K.C.B., and became an aide-de-camp to Queen Victoria. This proved to be Sir Leopold's last war service, and in 1873, two years after his step to rear-admiral, his name was placed on the retired list, where he was advanced to vice-admiral in 1877 and finally admiral in 1884. He was a Knight of the Legion of Honour. The late admiral married in 1854, but Lady Heath predeceased him five years ago. He leaves five sons and two daughters.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

WINE GROWERS' DISSATISFACTION.

LONDON, June 12th.

The situation in the South of France is increasingly serious.

HOME RULE AGITATION.

LONDON, June 12th.

The Irish Nationalists have issued a fighting manifesto.

ORANGIA.

LONDON, June 12th.

Major Sir Hamilton Goold Adams, Lieut.-Governor of the Orange River Colony, since 1901, has been appointed governor of Orangia. He has seen much active service in South Africa.

JAPAN AND AMERICA.

TOKYO, June 12th.

The situation is disquieting. A sensation has been created in America by a report from Tokyo alleging threats of war on the part of Viscount Tani.

Further outrages have taken place, Japanese orchards having been destroyed at Berkeley where there is a feeling of jealousy at the prosperity of the Japanese.

It is reported that Baron Aoki has postponed his Californian visit by order of the Tokyo Government.

Washington praises the attitude of the latter but fears that a crisis will ensue if the agitation continues. The whole press comments on the critical situation.

There is no talk of war but the Japanese demand to be placed on an equality with other nations. Yomiuri says that the friendship of America must be maintained at all costs for all time.

[REUTER'S SERVICE.]

FRANCE.

LONDON, June 10th.

The agitation of the wine-growers in France reached a climax yesterday, when an unparalleled demonstration took place at Montpellier. Over half a million from all parts of France participated, the bulk of whom arrived yesterday, and all the churches and public buildings were given up to shelter them, thousands however were compelled to sleep in the streets. It has long been announced that unless the Government satisfied their demands by the 10th inst., the South would refuse to pay taxes and all the local authorities would resign. The demonstrators yesterday pledged themselves to carry out this threat, and it is expected that 300 municipalities will cease to exercise their functions to-night.

RUSSIA.

LONDON, June 10th. The Tsar has approved of a proposal of the Cabinet for the construction of a railway to Bering Straits and of a tunnel under them.

THE FRANCO-JAPANESE AGREEMENT.

LONDON, June 10th. The Franco-Japanese agreement was signed yesterday in Paris.

PRINCE FUSHIMI'S RETURN.

LONDON, June 10th. Prince Fushimi has met with a splendid reception in Montreal. The streets were profusely decorated.

JAPANESE NOTABLES IN BERLIN.

LONDON, June 10th. The Kaiser has entertained the Japanese Prince Kuni and Admiral Yamamoto at luncheon.

THE UNITED STATES AND JAPAN.

LONDON, June 10th. Information has been received from an authoritative source in Washington that the Japanese on the Pacific coast and the Progressives in Japan are allied for the purpose of overthrowing the Ministry and obtaining the annulment of the Coolie Exclusion Clause of the Immigration Bill. The preliminary steps to obtain this object are to secure the recall of Baron Aoki from Washington, and an apology, perhaps an indemnity for the violence offered to the Japanese in San Francisco.

LAWN BOWLS.

These old rivals, the Kowloon Bowling Green Club and the Civil Service Club, meet in a friendly match on the former's ground on Saturday afternoon at 4 o'clock. The Kowloon team is as follows:

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W. Taylor,
W. Butchtor, W. J. Crawford,
G. E. Hoxton, F. H. Dixon, and
J. Henderson (skip). A. A. H. Milly (skip).

J. C. Gow, G. R. Edwards,
J. Ramsay, W

POLICE COURT.

Wednesday, 12th June.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

CUTTING AND WOUNDING.

The cook of a mess at Shaukiwan was charged with cutting and wounding one of the members. From the evidence it appeared that when carrying a dish of hot soup he spilled some over the complainant, who scolded him severely. This led to a quarrel, and the cook is alleged to have gone into the kitchen and secured two choppers. With these he attacked the complainant, and cut one of his hands rather badly. His Worship found the charge proved, and sentenced the defendant to two months' imprisonment with hard labour.

A CHINESE LOVE AFFAIR.

The mistress of a house at 45, West Street was called upon to answer a charge of taking part in the purchase of a girl and bringing her into the Colony for immoral purposes. It is alleged that the girl was imported into the Colony a year ago. Since her residence here she has been a regular attendant at Chinese theatres, and there became acquainted with a young native. The young couple eloped, but after some months the girl's mistress found their abiding place, and made such a "hobby" that news of the affair reached the Registrar-General. Inquiries were made by the Hon. Mr. Brown, and these resulted in the woman being arrested and charged as stated. The case was remanded, bail being fixed at \$10.

POST OFFICE AND TRAMWAY COMPANY.

A Post Office messenger was presented by Mr. Course of the Tramway Company for refusing to pay his fare.

His Worship asked if the case could not be settled.

Mr. Course explained that the Tramway Inspector charged the defendant because he had no numbers on his uniform.

Mr. Burnett, of the Post Office, explained that the defendant had been employed only for a few days, hence the reason of his being without numbers.

Mr. Course said he did not wish to press the case. There had been no trouble of the kind before.

His Worship—There should be a clear understanding between the Department and the Tramway Company. The defendant is discharged.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

COUNTERFEIT COIN.

A native was charged with being in possession of 25 spurious Hongkong coins, ten spurious Chinese coins, and with attempting to utter the same.

The defendant, it was stated, purchased some goods from a hawker and tendered bad ten cent in payment. The hawker refused to accept the money and a second ten cent piece was offered. Again the hawker said the coin was bad, and the defendant tried him a third time. When he found the third ten cent piece was not good the hawker gave the defendant in charge. At the Police Station he was searched, and the amount previously stated was found on his person. His Worship found the charges proved, and on the first sentence the defendant to two months' imprisonment with hard labour; on the second he was ordered to pay \$50 with the alternative of one month imprisonment; and on the third he was sentenced to one month's imprisonment and six hours stocks.

THE FRANCO-JAPANESE ENTENTE.

STATEMENT BY MR. KURINO.

Mr. Kurino, the Japanese Ambassador in Paris, has made a statement to M. Georges Villiers, Secretary of the *Telegr.*, in the course of which he said, among other things, that the Franco-Japanese entente included, on the one hand, the guarantee of the independence and integrity of China, and, on the other, that of the possession of the two contracting Powers. It confirms the territorial status quo resulting for Japan from the last war and for France from its situation in Indo-China. Thus from the French, Japanese, and Chinese standpoints, it is purely conservative and pacific. Mr. Kurino hopes that the legend of the yellow peril and of Japanese ambitions will be finally disposed of by the event.

In reply to a question whether he considered that the recent Russo-Japanese agreements had finally removed all difficulties between Russia and Japan, Mr. Kurino said, "Absolutely all of them."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 12th at 11.50 a.m.—The barometer has fallen generally, particularly over Japan and the China coast.

Two depressions exist in the North, one over N.E. Japan, the other in the Yellow Sea. Both are progressing in an Easterly direction.

Pressure is highest over the Pacific to the S. of Japan. It remains in defect over the S. Philippine and the China seas to the South of the 15th parallel.

Moderate S. winds will probably prevail in the Formosa Channel and moderate N.E. and E. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood { E. winds, light; fine.

Formosa Channel... { S. winds, moderate.

South coast of China between { Same as No. 1.

Hongkong and Lantau { Same as No. 1.

South coast of China between { Same as No. 1.

Hongkong and Hainan { Same as No. 1.

INTERVIEW WITH MR. A. LITTLE.

PROSPECTS OF RECENT REFORM MOVEMENTS.

Mr. Archibald Little the well known Yangtze pioneer and authority on China, has lately arrived in London from Chung-king. His close connection with China for nearly 50 years enable him to express views of the highest interest regarding the general condition of that Empire. Dealing with the economic situation in China, Mr. Little said to a *Reuter's* representative—

"The economic changes in China are small, for finance is the weak spot in the Chinese system of government. The country is enormously rich, but its resources are misapplied in enriching a corrupt mandarinate.

"As to the opium edict, it is naturally difficult to eradicate a long-require habit like opium smoking, and I see no reason to expect the total prohibition of opium smoking to produce better results in China than total prohibition has done when tried in Europe and America. Moreover, Europeans in China do not necessarily touch opium are by no means unanimous as to the evil effects of the drug. The effect of the edict will be good in closing the so-called opium dens and in forming a public opinion adverse to opium smoking, which may be expected in the course of years to bring about total abstinence in this country, but the working of the edict must be shown in the diminution of the area of land in China devoted to poppy cultivation, and this there is, so far, absolutely no sign. For the Chinese Government under these circumstances to request the Indian Government to reduce shipments from India is a farce. I have not the figures at hand, but judging from the thousands of square miles I have seen covered with poppy in spring time in the provinces of Western China, besides a widespread sporadic cultivation in the middle and eastern province, I should say that the opium imported from India is but a drop in the bucket, its consumption being almost entirely confined to the coast towns at which it is landed. As to our own Government's part in the matter I think they will be acting very foolishly if they interfere in any way with the Indian production of opium before they are convinced not alone of the good intentions of the Chinese Government, but of their will and power to put a stop to the cultivation in China itself. Imperial edicts are not taken seriously by the Chinese people, and we should be stillifying ourselves by placing more faith in them than in the Chinese themselves.

Discussing the new educational movement in China Mr. Little said— "The schoolmaster is really abroad in China, but time must elapse for the new learning to take root and spread. We shall know better what really to expect from the new China when the conditions of Government examination have been definitely determined, and we know what proportion of the marks in the examinations is to be given to the old and the new learning respectively. The question is analogous to the modern struggle in our own schools between the classic and modern side of science and religion. We are a long way from having solved the conflicting views in Europe, and we may anticipate a long conflict in China before the new learning becomes so firmly established as to show practical results in a change of conduct."

Speaking of naval and military reform in China Mr. Little remarked— "Military reform has made great progress since 1900; foreign mainly European, instructors have been sent to work forming an army on the European model and under the fostering care of the Chi-lu Viceroy, Yuan Shih-kai, a respectable army of some 60,000 men has been got together. Other viceroys are forming provincial armies on similar lines, and the whole are now, according to a recent decree, to be united in a single force. It is impossible to say how far this decree will be carried out. The great want of the Chinese army in properly trained officers, and even if the good intentions of the Court should be carried out in this respect, which is very doubtful, it will be many years before a Chinese army will be able to meet European troops in the field on footing of equality. Still, there is a martial spirit abroad, and a determination to freed as soon as possible from foreign domination, such as is implied in extra-territoriality. Meantime, there is no likelihood for decades to come of giving up extra-territoriality in China as we have done in Japan, there being at present no sign of a curtailment of the arbitrary powers of the bureaucracy. With regard to naval reform, China at present possesses no navy whatever. A Board of Admiralty is, however, being formed to which is attached as foreign adviser Mr. Tyler, of the Imperial Maritime Customs, and late harbour master at Shanghai. It is reported that new ironclads are to be ordered from Europe, but so far nothing definite has become known."

THE JAPANESE DIPLOMATIC SERVICE.

Before a large meeting of the Japan Society, which was held last month at 20, Hanover-square, a paper was read by Count H. Mutu, Secretary to the Imperial Japanese Embassy, on "The Diplomatic and Consular Service of Japan." Mr. A. Biosy, vice-president of the society, presided. Count Mutu, in the course of his address, traced the development of the intercourse of the Japanese with foreign nations from the earliest times. He pointed out that owing to the isolation of Japan in the Eastern seas, it was natural that its communication with outside nations was at first of a very limited character. But as early as the 16th century the Japanese were trading with China and Korea and soon afterwards with the Dutch and Portuguese. It was, however, not until the 16th century that the communications of Japan with foreign nations had sufficiently developed to make a *raison d'être* for the institution of anything like a diplomatic service. In 1856 a Japanese Bureau for the investigation of foreign books was established, and in 1858 the office of Foreign Minister was created. Shortly after, a diplomatic mission was sent to America and missions followed to several European countries. In 1871 a law was promulgated under which the Japanese Consular Service was established and in 1883 another law was passed creating a new system under which the diplomatic service was made more independent. That system was well known at the present time and was found to work most satisfactorily. Out of 150 members of the Foreign Office, 61 had entered the department as the result of a difficult competitive examination. He described the organization of the Foreign Department in Tokyo and the duties of the officers, and gave lantern illustrations of the Japanese Embassies and Legations and Consulates in various foreign countries.

He declared that the diplomatic and consular services of Japan was exceedingly democratic in its embodiment, and represented the nation in a true sense than was the case in some other countries. On the motion of Sir A. K. Bell, a vote of thanks was passed to Count Mutu, and congratulatory reference was made to the honour recently conferred upon him by the King of the Commandership of the Victorian Order.

A GYROSCOPE RAILWAY.

INTERESTING INVENTION.

A Daily Telegraph representative attended on May 8th a meeting of the Royal Society. He says it will very possibly rank among the most important of the many occasions on which that distinguished body has bestowed its invaluable patronage upon a new invention. At the request of the Society, Mr. Long Brennan, C.B., whose torpedo was purchased by the British Government for £110,000 ten years ago, exhibited the model (made to one-eighth scale) of his new railway-carriage, which carries its own motive power, and is built along upon a single rail. A moment's consideration will show the advantage obtained by a single rail over the usual track composed of two rails, side by side, which is now seen on all our great railway systems. To begin with, if a single rail is enough, we lose immediately all the lateral oscillations caused by the impossibility of laying two rails continuously parallel with each other and exactly level. This implies greater speed, owing to increased smoothness of running, and less consumption of power (which means fuel) owing to the absence of flange-friction. Furthermore, in the absence of the edge, the prime cost of construction and the subsequent cost of maintenance will be far less, for only one line will be required where two are all laid—and the single line can be exactly similar to double ones now employed—and the sleepers need be only half the length, while the bridges, cuttings, and embankments, will be far more simple. A single wire hawser, for instance, stretched across a river or rivers is all that is necessary for temporary work, and I have myself seen a man, close upon ten stones in weight, carried in Mr. Brennan's six-foot model carriage over a suspended wire for a distance of 100 feet without the model being touched or interfered with in any way by anybody present, it balanced itself. In the same way the line can be carried on the top of a single row of piles into marshes or across the side of a crumpling hill, at only such a height as will prevent the inner edge of the carriage from touching the shoulder of the mountain. It is for military railways, or for the pioneer lines which should spread a network of railroads over a new colony, that Mr. Brennan's single rail will probably be first practically adapted.

Railways on a single line have been heard of before. Some of us have ridden in them. The line has been tried above the carriages and below them. Mr. Brennan's system is utterly different from either of these. If the wheels of his new carriage were placed in pairs, one on each side, it would look very much like an ordinary Pullman car on an ordinary double line. Their position is the same—underneath the car, the whole of which extends above the wheels; but these wheels are placed in the centre of the bottom of the carriage, instead of being near the exterior edge of each side. Then why—not the carriage fall over? That is the whole point of Mr. Brennan's invention. He has built a vehicle which balances itself.

The key to Mr. Brennan's discoveries is that he imparts stability to his vehicles by the same principle which we see on its grandest scale when Nature studies the movements of the heavenly bodies in their orbits. The earth revolves on its own axis in the same direction as you deal a hand at cards, or pass the port from right to left. It also moves on its orbit round the sun in the same direction. But besides these two movements there is a third, which was discovered by the Greek astronomer Hipparchus, who lived in Bithynia about 160 to 125 B.C. He made several important contributions to scientific knowledge, but by far the most valuable one, which he must have obtained by analysing the Chaldaean observations recorded for the previous 1,500 years, was that the axis of the earth has a special top-like motion—known as "precession" in the opposite direction to that in which the earth itself rotates. If you mount a gyroscope, earth itself rotates, on a flywheel within a ring), upon a long pair of spindle-legs with pointed extremities, which will not hold themselves upright when the flywheel is at rest, you will find that rotating the flywheel keeps the whole structure steady. By degrees, of course, the outer circle increases its precession to a point at which a fall is inevitable; but, as Lord Kelvin pointed out, "hurry on the precession and the top rises." That is to say, in this kingdom of anomalies we are investigating, if you increase a movement, which would have produced a fall, you actually prevent that fall from taking place.

The peculiar property of "gyrostatic domination" has been known, therefore, to exist. But Mr. Brennan is the first to investigate fully those stresses which it causes in the spindle legs of the instrument I have described, and he is the first to discover a practical way of automatically "hurrying the precession" in a manner which enables a machine containing his invention to keep its own balance under all conditions. He is, in fact, the first to fully utilise the latent energy evolved from the spinning of a flywheel, and to produce, with its aid, a state of things so like life that it first appears to be diabolical, and then seems to contradict every known law of Nature.

He has found, to begin with, that two gyroscopes are necessary, insomuch both vertical and horizontal curves have to be dealt with. These gyroscopes or "flywheels," as they would more accurately be called, are so coupled as to produce a combined effect which is the sum of the effect of the two wheels together; and they rotate in opposite directions, but in the same plane, their axes being normally parallel to the axes of the road-wheel and at right angles to the rail. The actual position of these flywheels is immaterial. They may be in the cab in front, or beneath the seats in the middle, or at the back. Provided they are within the framework of the carriage they dominate it so effectively that it would run in equilibrium in any position, upside down, for instance, or even on one edge. For the two flywheels fit in length which I saw running two flywheels of 5in. diameter were sufficient, but they were running at about 7,000 revolutions a minute. In the full-sized vehicle, 4 ft long by 12ft wide, carrying a weight of twenty tons, they would be about 3ft in diameter. The addition of their weight is more compensated for by the simplification of the carriage construction, and the power needed to keep them in motion is only 1 per cent. of the electricity needed to drive the car. Either petrol, steam, or electricity may be used as the main motive power, but the flywheel would always be electrically driven. It would take perhaps two hours to get them up to their full speed, but once there they could continue running night and day as long as necessary with a very slight expenditure of energy.

The combinative or antagonistic principle thus introduced for the first time into mechanics was well shown when Mr. Brennan set his little car going on the track laid down all over his garden, with ordinary gas-pipe as the single rail. When the line was a perfect circle, the little model, moving at a rapid pace by its own electric motors, whizzed round it, leaning inwards as a bicyclist leans inwards in turning a corner. It required a moment's thought to remember that this was contrary to the behaviour of any uncontrolled vehicle. The tendency of a train going fast round a curve is to fly outwards and the rail round the curve is to bend inwards, so that the car balances itself by the acceleration of the gyroscopic precession.

More wonderful things still remained to be seen in this garden of miracles. The car went up a gradient of 1 in 5, loaded with a weight equivalent to twenty tons on the full-sized machine. It negotiated a veritable switchback of artificially constructed hills and valleys. When we wanted to test its capacity for turning corners still more, we took it off the gas pipe and it ran alone along a length of wire, coiled into fantastic patterns on the lawn. By the aid of its delicately-adjusted compound bogey-wheels it took every curve without a tremor, the car seeming to take a sketch of the direction, as it were, while the wheel beneath it followed the exact line, the radius of the curve often being less than the entire length of the car. Finally, to make quite sure of the balance, we ran that car over a stout wire rope stretched from one high bank to another, with 100ft clear in the air. It passed over safely with a load that mounted twenty tons in the full-size vehicle. It passed over again—this delicate little bit of kit—carrying a boy of 4st. A third mechanism—carrying a boy of 4st. A third mechanism, it was tested, and safely bore across a mad weight of 9st 7lb—a maniacally exaggerated test, with a triumphantly successful one. When a weight representing three tons in a full-size vehicle was placed on one side of the carriage on its very edge, that edge was not depressed. Owing to the influence of the gyrostatic domination already explained, the edge acted like a pivot to the rest of the carriage. When you pressed a finger tentatively against the car's side, as it balanced on the wire, you actually felt it leaning hard up against you, combating your pressure, opposing your efforts to upset it. Even when the current was cut off from the motors and the car remained stationary on the wire, it remained in perfect equilibrium by the continued force exerted by the rotating flywheels within it.

WHEN THE CAR IS ON ITS RAIL ON THE LEVEL, AND IT IS MADE TO TURN.

SOLE AGENTS.

H. PRICE & CO.

WINE AND SPIRITMERCHANTS,

12, QUEEN'S ROAD CENTRAL.

FUNNELS AND FLAGS.

38]

PER CASE OF 48 HALF-BOTTLES

DOZEN

CASE OF 100 QUARTER BOTTLES

DOZEN

\$6.25

1.60

8.25

11.10

\$6.25

1.60

8.25

11.10

\$6.25

1.60

8.25

11.10

\$6.25

1.60

8.25

11.10

\$6.25

1.60

8.25

11.10

\$6.25

1.60

8.25

11.10

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After which the supply is limited. Only supplies for Cash.
Advertisements and Subscriptions which are no inland for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

NOTICE.

THE present Proprietors of the CONNAUGHT HOTEL HEREBY GIVE NOTICE that they took over the Business and Assets of the said Hotel on the 1st day of January last, and that they are not in any way responsible for any debts incurred in carrying on the said Hotel previous to the 1st day of January, 1907. Hongkong, 13th June, 1907.

TO LET.

N^o. 58, HOLLYWOOD ROAD, Corner House.
Apply— TSUA SHUN TAI TONG,
33, Wellington Street.
Hongkong, 13th June, 1907. 1063



THEATRE ROYAL
CITY HALL.

FOR A SHORT SEASON ONLY.

THE BANDMANN COMEDY CO.
22 LONDON ARTISTS 22
Will present the following London Successors for the First Time in Hongkong—

MONDAY, June 24: "DUKE OF KILLIECRANKIE."

TUESDAY, June 25: "LADY HUNTSWORTH'S EXPERIMENT."

WEDNESDAY, June 26: "TWO LITTLE VAGABONDS."

THURSDAY, June 27: "LADY WINDERMERE'S FAN."

FRIDAY, June 28: "THE PRIVATE SECRETARY."

Doors open 8.30; Commence 9 P.M.
Plan now open at S MOUTRIE & CO.
Hongkong, 13th June, 1907. 1071

NOTICE TO CONSIGNEES.

STEAMSHIP "ORANGE BRANCH," FROM SYDNEY AND MANILA.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 12th June, 1907. 1072

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"

having arrived from the above Ports Consignees of Cargo are hereby informed that their Goods, with the exception of plate settings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON To-DAY.

Goods not cleared by the 18th June, will be subject to rent.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 21st June, or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 11th June, 1907. 1067

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c. ex s.s. "Mooltan"

From Persian Gulf or B. I. S. N. & B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT,

Superintendent.

Hongkong, 12th June, 1907. 1

NEW ADVERTISEMENT

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY), the 14th June, 1907, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, (Corner of 100 House Street),

SUNDRY FURNITURE.

Also, A QUANTITY OF STORES, WINES and SPIRITS, &c., &c.; AND 2 Cases of PLAYING CARDS.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 13th June, 1907. 1070

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from THE EXECUTORS OF THE ESTATE OF THE LATE JOHN COYLE, to sell by Public Auction,

TO-MORROW (FRIDAY), the 14th June, 1907, at 2.30 P.M., at No. 10, Morrison Hill,

THE WHOLE OF THE HOUSEHOLD FURNITURE THEREIN CONTAINED.

Comprising—TEAKWOOD HATSTAND with GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, OVER-MANTELS, TEAKWOOD WARDROBES with BEVELLED GLASS, CHEST-OF-DRAWERS, GLASS, CROCKERY and E.P. WARE, PICTURES, DRESSING TABLES, &c., &c., &c.; Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 8th June, 1907. 1050

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED.

On SATURDAY, the 15th June, 1907, at 2.30 P.M., at No. 33, Seymour Road,

THE WHOLE OF THE HOUSEHOLD FURNITURE THEREIN CONTAINED.

Comprising—TEAKWOOD HATSTAND with GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, OVER-MANTELS, TEAKWOOD WARDROBES with BEVELLED GLASS, CHEST-OF-DRAWERS, GLASS, CROCKERY and E.P. WARE, PICTURES, DRESSING TABLES, &c., &c., &c.; Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 12th June, 1907. 1067

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED.

On WEDNESDAY, the 19th June, 1907, at 2 P.M., on board, (if not previously sold by private contract), (as she now lies at Stonecutters) THE Dutch Schooner "JAPA PARA."

TERMS.—25 per cent. of the purchase money to be paid on the fall of the hammer and the Balance within one week.

The above steamer is not to trade in Netherlands Indian Waters under a penalty of \$40,000.00 for each and every time she may enter Netherlands Indian Waters, unless under FORCE MAJEURE, this same condition to be imposed upon by the purchaser to each successive buyer.

A Steam Launch will leave BLAKE PIER at 2.30 P.M. to convey intending Purchasers. For Full Particulars, apply to

HUGHES & HOUGH,
Auctioneers.

Hongkong, 1st June, 1907. 965

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED.

On WEDNESDAY, the 19th June, 1907, at 2 P.M., on board, (if not previously sold by private contract), (as she now lies at Stonecutters) THE Dutch Schooner "JAPA PARA."

TERMS.—25 per cent. of the purchase money to be paid on the fall of the hammer and the Balance within one week.

The above steamer is not to trade in Netherlands Indian Waters under a penalty of \$40,000.00 for each and every time she may enter Netherlands Indian Waters, unless under FORCE MAJEURE, this same condition to be imposed upon by the purchaser to each successive buyer.

A Steam Launch will leave BLAKE PIER at 2.30 P.M. to convey intending Purchasers. For Full Particulars, apply to

HUGHES & HOUGH,
Auctioneers.

Hongkong, 1st June, 1907. 965

THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the YANGTSZE INSURANCE ASSOCIATION, LIMITED will be held at the Association's Head Office, No. 26, The Bund, Shanghai, on FRIDAY, the 28th day of June, 1907, at 4.30 o'clock in the afternoon, for the purpose of considering, and, if thought fit passing certain Ordinary Resolutions (for the purpose of increasing the Capital of the Association) contained in a Notice, copies of which have already been posted to the Shareholders. NOTICE IS HEREBY ALSO GIVEN that the TRANSFER BOOKS of the Association will be CLOSED from the 25th to the 28th June, 1907 both days inclusive. By Order of the Court of Directors, W. S. JACKSON, Secretary.

Hongkong, 8th June, 1907. 1066

GRAND OPENING

OF ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.

UNDER the auspices of the Canton Nan Keung Public College, there will be Opened to the Public at 37, QUEEN'S ROAD CENTRAL, (third floor above Supreme Court), from 15th MAY, 1907, a Grand Exhibition of exquisite Art Treasures comprising: PAINTINGS, SCULPTURES, CARVINGS, TAPESTRY, ALTIPISTIC MARBLE and BRONZE BUSTS and STATURES, ANCIENT ARMOUR and IMPLEMENTS OF WAR, FRENCH and VENETIAN WARES, beautiful articles of decorative furniture, including a bedroom suite in Crystal and a handsome Roman Chair from the Vatican, rare carvings, bric-a-brac, bronzes and other specimens of Verbal collected by connoisseurs in Art from many parts of the world to the order of the exhibitors.

A nominal fee of FIFTY CENTS will be charged for admission, the net proceeds of which will be devoted to the educational funds of the Canton Nan Keung Public College.

From 12 Noon to 6 P.M., and 7 to 10 P.M. Adults - - - - - 50 cents.
Children - - - - - 25 cents.
Soldiers in Uniform - - - - - 25 cents.

Tickets may be had at Entrances.

T. H. TAI, Manager.
Hongkong, 14th May, 1907. 916

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c. ex s.s. "Mooltan"

From Persian Gulf or B. I. S. N. & B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT,

Superintendent.

Hongkong, 12th June, 1907. 1

TO LET

TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.

Apply to— REUTER, BROEKELMANN & CO. Hongkong, 23rd April, 1907

793

TO BE LET OR SOLD.

WITH POSSESSION FROM 1ST JUNE IN WANCHAI ROAD.

GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to— "K."
Care of "Daily Press" Office.

Hongkong, 24th May, 1907. 870

TO LET.

"STONHEVE" 33, Robinson Road.

Nos. 57 and 59, CAINE ROAD. Nos. 27, 29, 31 and 33, SEYMORE ROAD. New House in KENNEDY ROAD, near Wan Chai.

No. 90 & 91 GODOWN PRAYA EAST.

Apply to— SAM WANG CO., LTD. 81, Queen's Road Central.

Hongkong, 13th November, 1906. 103

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38 CAINE ROAD. GREENCROFT, GARDEN ROAD, Kowloon. Redecorated, Electric Light, Tennis Court.

WANTED
WANTED.

TRUSTWORTHY EUROPEAN ASSISTANT Acustomed to Accounts and General Office work. Apply, in first instance, stating age, experience and salary required to "ASSISTANT".
Caro of "Daily Press" Office.
Hongkong, 12th June, 1907. 1065

WANTED.

A COMPRADORE, having business connections throughout the South of China and able to provide substantial security, residing in landed property in Hongkong to the extent of 10 per cent. of the annual turnover. Good remuneration to a suitable man. First class references from a Foreign Bank required. Apply by letter only in the first instance to DENNYS & BOWLEY.
Hongkong, 5th April, 1907. 714

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1905 217,897,119.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL..... 2,750,000
PAID-UP CAPITAL..... 657,500 0 0
II. FIRE FUNDS..... 3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOME & CO., Agents.

A.Y.U. 1349
Hongkong, 27th April, 1907.

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA. (FIRE AND MARINE INSURANCE COMPANY.)

THE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS at Current Rates.
LUTGENS, EINSTMANN & CO., Agents.

Hongkong, 1st January, 1907. 124

GENERAL ACCIDENT FIRE AND LIFE ASSURANCE CORPORATION LTD.

THE Undersigned having been appointed AGENTS for the above Corporation, are prepared to ACCEPT RISKS against FIRE at Current Rates.
W. G. HUMPHREYS & CO.
Hongkong, 17th May, 1907. 933

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1907. 114

THE GLORIUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & CO.
Hongkong, 13th August, 1906.

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 84, Queen's Road Central, Hongkong.

BOOKBINDING.

DAILY PRESS OFFICE.
The only office in China having European taught workers Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Commission Agents. 39-41, Hing Loong Street, (1st Street West of Central Market). Telephone No. 515.

PHOTOGRAPHER

M. MUMAYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central. Good Panoramic Views of Hongkong, recently taken, on sale.

PRINTING.

"DAILY PRESS" OFFICE
Proofs read by Englishmen

TYPEWRITERS.

F. A. V. RIBEIRO,
Typewriting Work Undertaken. Cleaned, Repaired, Overhauled. Charges moderate. 1st of the Hongkong Typewriting Bureau, Sa, Queen's Road Central (First-floor).

WO SHUN STEAMBOAT CO., LTD.

TAKE NOTICE that the above Company have PURCHASED and taken over the Steamer called "CHAN PO" in Hongkong recently plying between Canton and Shantung. All claims whatever against the said Steamer before our possession should be referred to an settled with the late owners.

FOK LOK HING,

Manager,
Wo Sun Steamboat Co. LTD.
28, Connaught Road, West,
Hongkong.
Hongkong, 7th June, 1907. 1044

FOR SALE

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY Situate at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by admeasurement 50 "change" or thereabouts. Title Deeds can be seen at the Office of the Undersigned. For further particulars apply to GOLDRING & BARTLOW, Solicitors, 10, Queen's-road Central. 970
Hongkong, 2nd May, 1907.

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS

ASIANIC STAMPS. MIXED STAMPS.

100 for \$0.80 500 for \$3.00

150 " 1.75 1000 " 10.00

200 " 3.50 1500 " 25.00

250 " 5.75 2000 " 35.00

275 " 9.00 3000 " 55.00

Also Stamps in bags, sets, &c., &c.

ARTISTIC PICTORIAL POSPCARDS & all other Philatelic Goods. Inspection invited.

GRACA & CO.,
Hongkong Hotel Corridor.

675

INTIMATIONS

SANITARY BOARD OFFICE,
Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Western Division of the City of Victoria, occupied by members of more than one family must be CLEANSSED and LIME-WASHED THROUGHOUT by the owner during the month of May and June.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all cubicle partitions, stairs casings and stair linings, all ceilings and the undersides of roofs, both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be Lime-washed, but must be Cleansed.

The Western Division of the City lies to the West of Tank Lane and Cleverley Street,

G. A. WOODCOCK,
Secretary.

Dated this 1st day of June, 1907. 152

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS,
NO. 54.

PINNACLE ROCK IN SUGARLOAF CHANNEL.

INFORMATION has been received from the Commander of H.M.S. Surveying Ship "WATERWICH" that a PINNACLE ROCK with 8 feet of water over it at L. W. S. and 6 to 7 fathoms around exists to the Southward of Double Island in the following position:

From the Rock.

N.W. extreme of Double Island (ruins) bear N. W.

South extreme of Fisherman Island bears S. 86° W. distant 4 cables.

North extreme of Sugarloaf Island S. 80° E. See Admiralty Chart of Swatow No. 834.

Bearings are Magnetic.

A. HOLZ,
Harbour Master.Approved—
A. H. HARRIS,
Acting Commissioner of Customs.Custom House,
Swatow, 4th June, 1907. 1059

IRON MERCHANTS.

E. HING & CO.

DEALERS in Iron, Steel, Metals, Hardware, Munt's Metal, Steel Boiler and General Ship Plates, Pig Iron, Coks and General Merchants. No. 25, Wing Wo Street (Lane 171, Queen's Road to 188, Des Venux Road Central) Telephone No. 513.

Hongkong, 1st March, 1907. 475

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

I have 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods excepted, to receive and deliver perishable goods.

W. M. PARLANE, Manager.

Hongkong, 18th November, 1901. 477

COLD STORAGE.

MARTIN'S APIOL & STEEL PILLS
for LadiesThe modern restorative
of the nervous system.For brain-work, professional
men, teachers, students,
losses, depression of nervous
system and insomnia.It is readily assimilated
and promotes digestion.PHOSPHOGLYCERATE SYRUP
(CHAPOTEAUT)PHOSPHOGLYCERATE WINE
(CHAPOTEAUT)PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAUT)

6, rue Vivienne, PARIS-FRANCE

For Nervous Exhaustion

CHAPOTEAUT'S

Phosphoglycerate

OF LIME

The modern restorative
of the nervous system.For brain-work, professional
men, teachers, students,
losses, depression of nervous
system and insomnia.It is readily assimilated
and promotes digestion.PHOSPHOGLYCERATE SYRUP
(CHAPOTEAUT)PHOSPHOGLYCERATE WINE
(CHAPOTEAUT)PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAUT)

6, rue Vivienne, PARIS-FRANCE

TRADE MARKS IN CHINA.

Mr. Robert W. Borthwick of Yokohama points out in the Japan Mail that while the trade marks' regulations as drawn up by the Chinese Government have not yet been sanctioned by the Foreign Minister in Peking the fault does not lie entirely at the door of the Chinese Government, who made a fairly honest endeavour to produce "Regulations" but which owing to the various conflicting interests of the Foreign Powers, has resulted in nothing being done.

At the same time there exists in the Empire of China, protection to a certain extent, the general procedure of which is as follows, viz.

1. A Facsimile of your trade mark etc., and all necessary details are noted in the books of the Consulate to whom you owe jurisdiction and the Consul is asked to kindly communicate these details to the Chinese Officials for protection.

2. Under the Treaty made between Great Britain and China, negotiated by Sir James Mackay, a Bureau has been established by the Chinese Government at the Imperial Maritime Customs of China at the parts of Shanghai and Tientsin, also at Peking.

Applications for the Registration of Trade Marks etc., may be lodged at this Bureau and copies deposited.

The Official in charge gives you a memo, for future reference and as soon as the Regulations are accepted by the Foreign Ministers in Peking, applications which has been lodged at the each application which has been lodged at the Imperial Chinese Maritime Customs will be taken up and examined, when, if found in order, the necessary papers for protection of year trade marks, etc., in China will be issued.

So far these steps have fairly protected foreign trade marks in China and I am speaking from my own personal experiences in China, but unfortunately in the Province of Manchuria things are not quite the same as in the other parts of China.

Now each Foreign Power in China is naturally anxious to protect its own particular interests and it should be equally anxious to allow protection for the interests of others.

In the matter of trade marks this has been done between Great Britain and the United States the Ministers of these two Powers having agreed to mutually protect each other's trade marks in the Empire of China.

This being so why cannot a similar arrangement be entered into between Great Britain and Japan, so that until the Chinese Government are able to enforce laws for the protection of trade marks in China, the British and Japanese Consular Courts in the Empire of China will protect the rights of each other, that is to say, if a Japanese infringes the registered marks of a British article then proceedings can be initiated by the British subject in the Japanese Consular Court and if a British subject infringes a Japanese trade mark then a similar action can be taken in the British Consular Courts thus each country mutually protects the interests of the other?

It is just probable that it is this negotiation on the part of the Japanese Government that the Times Correspondent draws attention to, and the result of this negotiation is that British and Foreign trade marks are protected by many Japanese in Manchuria.

An agreement between the British and Japanese Governments as to the mutual protection of trade marks in China would tend to mitigate the evils now existing and which, according to the Times Correspondent at Peking, are likely to impair good feeling between Japan and those with whom she is allied.

THE MAN WITH OPTIONS.

STUDY OF A FEDERATED MALAY STATES TYPE.

The Funny Man in the Minium Villa mess

has been traveling in the States. On Sunday night, after dinner, he had the appearance of a man who had a story formanting in his cranium, so we gave him a drink and a cigar, and induced him to tell us the following. The interjections are cut out as they are quite irreverent.

When the fellow turned into the new Railway Rest House at Malacca, the Funny Man began, I know at once what he was. His face, his clothes, his topaz revealed him and his history. He called for a strength when he had barely reached the verandah and threw himself into a long chair with that half-weary, half-dignified way so characteristic of the white man in the tropics. I know him for the Man with Options.

When his barges arrived from the station on one of those superannuated Singapore rickshaws of which Malacca boasts, my deductions were confirmed. There was the emblazoned clothes case, best Wolverhampton make, guaranteed air tight and damp proof, carrying the usual labels in order of date and social descent. First came a first class P. and O. label, getting indistinct now, and a Charing Cross one almost obliterated; then a N. D. L. second class, rather dirty; and most recent of all, a Japanese Mail label. There was also a trunk similarly labelled, and a Singapore clothes basket labelled Kuala Lumpur. If a man in the East wishes to conceal his past, he should wash off the labels from his luggage.

The Man with Options rose to see that all his baggage had arrived. He was tall and spare, had been a strong man before he came out East. His Elwood helmet was spotlessly white and was adorned with a blue and gold pugnace.

He wore a white suit of the approved Singapore cut, and Chinese-made white shoes. A Three Castles cigarette dangled from his lips, and his fingers betrayed incessant indulgence in the wood.

As he lay back reading a many months old copy of "Sketch" I studied his face. It was clean-shaven and ruddy with sun and Scotch. There were lines from the mouth, and under the eyes were shaded hollows. The eyes were lost; in fact, they were merely dark spots without expression. His head was of bullet and bald.

Dinner time was approaching, and it is not meet for a man to be alone in the Malacca Rest House. A gin-pye, therefore, served to introduce me to him.

Going to Singapore? I queried.

Yes; intended to catch the Perak at Port Swettenham, but missed the train at Kuala Lumpur. Had to come down and catch the Malacca here. Fortune for me I did, too.

He looked somewhat mysterious.

How that? said I. The Perak gone the way of the Bentong?

He complimented me with a smile.

Mist a man on the train going to Seremban I came out with nine years ago. He's got the finest bit of land in Selangor. Government road through it—no lalang—and a title. None of your old tapioca or gambier land!

SHIPPING.

ARRIVALS.

AMERICAN, German str., 771, Baltzer, 12th June—Haiphong and Hoihow 11th June, General Johnson & Co.
DELTA, British str., 3743, C. L. Daniel, 12th June—Bombay 29th May, Mails had General—P. & O. S. N. Co.
FEI, Nor. str., 12th June—from Canton.
FUKUOKA MARU, Japanese str., T. Ito, 12th June—Fratas Island 10th June—Osaka Shosen Kaisha
HATCHING, British str., 1,207, A. E. Hodges, 12th June—Fuchow 9th, Amoy 10th, and Swatow 11th June, General—Douglas, Lapraik & Co.
HONGKONG, British str., 1,351, S. Wilde, 11th June—Shanghai 8th June, General—Jardine, Matheson & Co.
HEIMANN, German str., 771, J. J. Jesson, 11th June—Holloway 10th June, Sundries—Jessen & Co.
JOHNSON MARU, Japanese str., 702, H. S. Smith, 12th June—Tamsui 9th June, General—Osaka Shosen Kaisha
KNYVING, German str., 770, T. Kuyser, 12th June—Macao 12th June, General—Johnson & Co.
MELBOURNE, Chinese str., 1,339, J. McArthur, 11th June—Shanghai 8th June, General—Chinese
NORMAN PRINCE, British str., 2,235, W. C. Barrett, 12th June—Kuelung 10th June, General—Arnold, Karter & Co.
ORANGE BRANCH, Am. str., 3,000, P. McClelland, 12th June—Manila 9th June, General—Dowdell & Co.
PACIFIC, Brit. str., 12th June from Canton.
PROTECTOR, Norwegian str., 1,023, Ole Corneliussen, 12th June—Bangkok via Swatow 11th June, Ricas—Nippon Yassei Kaisha
TAIWAN, British str., 1,040, J. A. Martin, 12th June—Saigon 8th June, General—Chinese
CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE
12th June.
Cheung-tsay, British str., for Chefoo
C. Michelsen, Norwegian str., for Shanghai.
Fausong, British str., for Moji.
Flintshire, British str., for Singapor.
Sangan, British str., for Haiphong.
Stranraer, Norwegian str., for Toreane.

DEPARTURES.

12th June.
ALDERGATE, British str., for Labuan.
CAPE, Indian str., for Singapore.
CEYLON, British str., for Moji.
DAEGU, Norwegian str., for Chefoo.
DERVENT, British str., for Saigon.
FOOTHOW, British str., for Shanghai.
FRITH, F. Norwegian str., for Hongkong.
KAMAKURA MARU, Jap. str., for Singapore.
KIKUCHI MARU, Jap. str., for Canton.
KIMBATA MARU, Japanese str., for Saigon.
LIGHTNING, British str., for Singapore.
PAINTING, British str., for Tientsin.
PELEES, British str., for Shanghai.
YAWATA MARU, Japanese str., for Yokohama.
YENAGA MARU, Japanese str., for Kutchinotzu.

SHIPPING REPORTS.

The British str. *Haddington* reports: Light S.W. wind and fine weather.
The Japanese str. *Johrin Maru* reports: Variable light winds and smooth sea.
The Japanese str. *Fukusui Maru* reports: Success in picking up 9 Japanese castaways at Pratas Island. All well.

VESSELS IN DOCK.

June 12th.
AUSTRALIAN DOCKS.—
HARBOUR DOCKS.—
Lowtowm Dock is 7½ miles from Ataroom Appear, Fookong, Lingch, Wangsary, Lekin, Cadmus, H.M.S. CO. METROPOLITAN DOCKS.—Kaiwan.

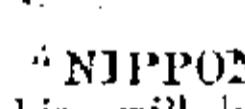
VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship



"NIPPON."

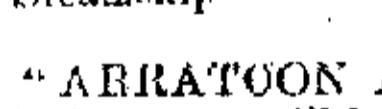
Capt. Tarabochia, will leave for the above place TO-DAY, the 13th inst.

For Freight or Passage, apply to Sander, Wieler & Co., Agents.

Prince's Building, Hongkong, 4th June, 1907.

For SINGAPORE, PENANG AND CALCUTTA.

THE Steamship



"ARATOON APCAR."

Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 14th June, at 3 P.M. instead of as previously advertised.

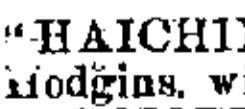
For Freight or Passage, apply to DAVID SASSON & Co., Ltd., Agents.

Hongkong, 10th June, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOO CHOW

THE Company's Steamship



"HAICHING."

Captain A. E. Hodges, will be despatched for the above Ports TO-MORROW, the 14th inst., at 3 P.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

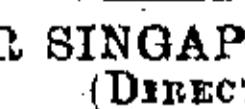
Hongkong, 11th June, 1907.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY, (DIRECT.)

THE Company's Chartered Steamship



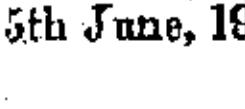
"ISTOK."

Capt. M. Tice, will be despatched as above on MONDAY, the 17th inst.

For Freight please apply to

SANDER, WIELER & Co., Agents.

Hongkong, 5th June, 1907.



RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOCK.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & BIG | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|-------------------------------------|----------------|------------|-------|------------------------|-------------------------------|----------------------------|
| LONDON & ANTWERP | NUHIA | Brit. str. | — | F. J. Fox | P. & O. S. N. Co. | About 20th inst. |
| LONDON & C. VIA USUAL PORTS OF CALL | MALTA | Brit. str. | — | P. A. Peters | P. & O. S. N. Co. | On 15th inst., at Noon. |
| MARSEILLE, &c., VIA PORTS OF CALL | AUSTRALIEN | Frenatt. | — | Verroon | MESSAGERIES MARITIMES. | 25th inst. |
| MARSEILLE, HAVER, COPENHAGEN, &c. | ST. DOMINGO | Dan. str. | — | Brook | MELCHERS & CO. | About 24th inst. |
| MARSEILLE, HAVER, COPENHAGEN, &c. | PETRONIA | Dan. str. | k. w. | Sachs | HAMBURG-AMERIKA LINIE | About 6th July. |
| HAVER & HAMBURG VIA STRAITS, &c. | SPETZA | Ger. str. | k. w. | Schönfeldt | HAMBURG-AMERIKA LINIE | On 23rd July. |
| HAVER & HAMBURG VIA STRAITS, &c. | SAXONIA | Ger. str. | k. w. | Bubke | HAMBURG-AMERIKA LINIE | On 26th August. |
| HAVER & HAMBURG VIA STRAITS, &c. | SEGOMIA | Ger. str. | k. w. | von Dobren | HAMBURG-AMERIKA LINIE | On 17th inst. |
| NAPLES, HAVER & HAMBURG | SILESIA | Ger. str. | k. w. | L. Maass | HAMBURG-AMERIKA LINIE | On 13th July. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | 1 m. | Filler | HAMBURG-AMERIKA LINIE | On 7th August. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | 2 m. | Matcovich | HAMBURG-AMERIKA LINIE | On 19th inst., at Noon. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | Barrett | CANADIAN PACIFIC R. CO. | On 4th Sept. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | R. Archibald, R. N. R. | CANADIAN PACIFIC R. CO. | On 28th inst. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | E. V. Roberts | DODWELL & CO., LTD. | Quick despatch. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | G. C. Christiansen | TOYO KISEN KAISHA | On 20th July. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | Lenz | CHINA COMMERCIAL S.S. CO. | On 19th inst., at Noon. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | Stood | MELCHERS & CO. | On 5th Aug. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | T. Moore | GIBR. LIVINGSTON & CO. | On 7th Aug. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | J. Warrack | BUTTERFIELD & SWINE | On 12th Aug. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | T. Tarabochia | SANDEL, WIELER & CO. | On 16th Aug. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | C. L. Daniel | JARDINE, MATHESON & CO. | On 1st inst. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | Spencer Wild | JARDINE, MATHESON & CO., LTD. | On 15th inst. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | H. S. Bradshaw | MELCHERS & CO. | On 23rd inst. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | P. N. O. S. N. CO. | HAMBURG-AMERIKA LINIE | On 26th inst. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | Nathrath | MELCHERS & CO. | About 19th inst., at Noon. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | H. S. Smith | BUTTERFIELD & SWINE | On 21st inst., at 4 P.M. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | E. A. Hodges | OSAKA SHOSEN KAISHA | On 15th inst., at 10 A.M. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | Douglas Lapraik & Co. | JARDINE, MATHESON & CO. | To-morrow, at 4 P.M. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | A. E. Hodges | JARDINE, MATHESON & CO. | On 16th inst. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | T. Meyrick | SHEWAN, TOMES & CO. | On 20th inst., at Noon. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | A. Fraser | SHEWAN, TOMES & CO. | On 18th inst., at 4 P.M. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | R. Almond | BUTTERFIELD & SWINE | On 10th July at 4 P.M. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | T. Moore | BUTTERFIELD & SWINE | On 21st inst., at 4 P.M. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | F. Semblill | MELCHERS & CO. | About 6th July, at 9 A.M. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | A. Stewart | DAEDALUS & CO., LTD. | To-morrow, at 3 P.M. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | E. J. Tadd | JARDINE, MATHESON & CO., LTD. | On 15th inst., at 3 P.M. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | M. Tice | SANDEL, WIELER & CO. | On 21st inst., at 3 P.M. |
| NAPLES, HAVER & HAMBURG | SCANDIA | Ger. str. | — | | | On 17th inst. |

HAMBURG-AMERIKA LINIE PASSENGER SERVICE.

BY the new steamer, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVER, & HAMBURG.

SCANDIA ... 2nd July

HABSBURG ... 1st August

RHENANIA ... 1st September

HOHENSTAUFEN ... 1st October

HOMeward.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVER, & HAMBURG.

SILESIA ... 12th July

SCANDIA ... 7th August

HABSBURG ... 4th September

VIA STEAMERS, COLOMBO AND ADEN.

SEGOMIA ... HAVRE & HAMBURG ... 17th June

SILESIA ... NAPLES, HAVRE & HAMBURG ... 12th July

SPEZIA ... HAVRE & HAMBURG ... 23rd July

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|--|---|-----------------|------------------------------|
| SHANGHAI | { DELTA..... Capt. C. L. Daniel, | About 13th June | { Freight and Passage. |
| LONDON, &c., via USUAL PORTS | { MALTA..... Capt. R. A. Peters, | Noon, 15th June | { See Special ADVERTISEMENT. |
| LONDON and ANTWERP | { NUBIA..... Capt. F. J. Fox, | About 20th June | { Freight and Passage. |
| SHANGHAI, NAGASAKI, MOJI, KOBE and YOKO-HAMA | NYANZA..... Capt. H. S. Bradshaw, | About 20th June | { Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 12th June, 1907.

CHINA NAVIGATION CO.,
LIMITED.

| FOR | STEAMERS | TO SAIL |
|-----------------------|-----------------|----------------------|
| YOKOHAMA and KOBE | * KUKIANG..... | On 15th June, 4 P.M. |
| MANILA | * CHANGSHA..... | On 17th June, 4 P.M. |
| CHEFOU and NEWCHWANG | * TAMING..... | On 18th June, 4 P.M. |
| SWATOW and SHANGHAI | * NANCHANG..... | On 18th June, 4 P.M. |
| CEBU and ILOIO | * SHAOFUNG..... | On 21st June, 4 P.M. |
| MANILA ZAMBOANGA PORT | * KAIFONG..... | On 21st June, 4 P.M. |
| DARWIN &c. | * CHANGSHA..... | On 10th July, 4 P.M. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates on all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

11

Hongkong, 13th June, 1907.

POST OFFICE NOTICES.

The China, with the American mail, left Shanghai, and may be expected here to-day at 6 a.m.

FOR

Shanghai, Moji, Kobe and San Francisco
Singapore
Cheribon
Macao
Keelung, Cob., Yokohama and Portland
Shanghai
Saigon
Kobe and Yokohama
Quing Chow Wan and Chiochon
Swatow
Manila, Tharaway Is., Cooktown, Cairns
Townsville, Brisbane, Sydney, Hobart,
Launceston, and Perth, Fremantle
Shanghai, Yokohama, and Kobe
Macao
Swatow, Amoy and Foochow
Singapore, Penang and Calcutta
Manila
Shanghai, Moji, Kobe and Yokohama
Manila

EUROPE, &c., India via Tunicoo...
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)...
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)...
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).
The Parcel mail will be closed at 5 p.m. to-morrow

Macao
Singapore, Penang and Calcutta
Shanghai
Shanghai and Kobe

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA
HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)...

Manila
Keslun, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C....

EUROPE, &c., India via Tunicoo...
(Late Letters 3.00 to 3.30 P.M. Extra Postage 10 cents)...
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).....

Manila, Simpsonshaven, Friedrich Wilhelmshafen, Herbertshofen, Mainz, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, and Fremantle
Swatow and Shanghai
Singapore, Penang and Calcutta
Cebu and Illoilo
Manila
Keslun, Moji, Kobe, Yokohama and Portland

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA
HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)...

EUROPE, &c., India via Tunicoo...
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)...
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).....

Cebu and Illoilo
Manila
Keslun, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)....

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA
HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)...

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, and Perth, Fremantle

~~70~~ Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. and at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

GILBERT'S ROYAL LIQUEUR FIRST QUARTERLY REPORT.

JOHN CLARK, PH. D.F.C.S., F.I.C.,

Public Analyst for the City of Glasgow and the Counties of Lanark and Renfrew, &c.
Reports:-

I have made a minute and careful chemical analysis of a fair sample of several hundred casks of Gilbert's Diamond Brand Royal Liqueur Blend of Scotch Whisky, taken by myself from the bonded stores in which the casks are lying, and the results of my analysis indicate that it is pure whisky, which has been matured for a considerable period in Sherry Casks, and from its mild and agreeable flavour, I am of opinion that it is a very fine blend of Scotch Whisky."

SAMPLES ON APPLICATION.

PER CASE \$10.00

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 17th May, 1907.

THE HONGKONG DAILY PRESS, THURSDAY, JUNE 13TH, 1907.

FOR

M. S. Dollar
Norman Prince
Akiko Maru
Sui Tai
Alesia
Chunyan
Vizcaya
Hakata Maru
Kainberg
Helene

Kumano Maru
Friday, 14th, 11.00 A.M.

Nippon
Sui Tai
Haiching
Arrasor Appear
Yunnan
Tjikini
Kubi

Malta
Saturday, 15th, 10 A.M.

Sui Tai
Kookung
Kuklung
Hangang
Changsha

Siberia
Tuesday

Tartar
Scharahorst

Prins Sigismund
Thursday, 20th, 11.00 A.M.

Shoabing
Laiouang
Kaifeng
Zafro
Nicosia

China
Tuesday, 25th, 11.00 A.M.

Australia
Sunday, 2nd, 11.00 A.M.

Sungiang
Mongolia
Empress of China

Changsha
Wednesday, 10th, 2.00 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, and Perth, Fremantle

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.

70 Mail for "CANTON," "WUCHOW" and "CAMHUI" will be closed on week-days at 6 p.m. until further notice.

No mails are despatched to these offices on Saturday evening unless previously notified.